

US-191, Colorado River - Environmental Process Completed

Project Status

The Utah Department of Transportation (UDOT), in coordination with Federal Highway Administration (FHWA) are proposing transportation improvements to a 3.7-mile portion of US-191, from 400 North in Moab to SR-279 (Potash Road) within Grand County. Scoping for this project began in 2004 and the findings of the draft Environmental Assessment (EA) were presented in a public hearing in December, 2006. Since then, comments received on the project have been considered and the EA has been revised to respond to these comments. Based on an evaluation of the revised EA, the FHWA has now determined that it adequately and accurately discusses the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The FHWA has also determined that it provides sufficient evidence and analysis for determining that the Preferred Alternative will have no significant impact on the human environment and that an Environmental Impact Statement is not required. As such, a Finding of No Significant Impact has been issued; thereby completing the environmental process required to permit construction. The selected Preferred Alternative, as outlined in the EA and discussed further on page 2 of this handout, would:

- Replace the US-191 bridge over the Colorado River with a new bridge that includes four travel lanes, a median, and shoulders;
- Widen the US-191 roadway to four travel lanes, median, and shoulders; and
- Facilitate bicycle and pedestrian movements along US-191 through the addition of shoulders, sidewalks, and/or separated paths.
- Construction of Phase 1 would replace the US-191 bridge and associated roadway approaches, as well as construct a separated facility for bicycle and pedestrian traffic between the US-191 bridge and the Courthouse Wash Kiosk. Other improvements would not be implemented until further funding becomes available.

Time	Activity	Get Involved
2004	Bridge Study	Public scoping town meeting. Public workshops.
Fall 2005 - 2006	Prepare Environmental Document	Notices to stakeholders. Website. Targeted workshops. Council presentations. Individual coordination.
December 2006	Draft Environmental Assessment Public Hearing	Draft EA available for public review. Provide comments at hearing or in writing.
Spring 2007	Consider Public Comments, Revise Environmental Assessment, and Issue Decision Document (FONSI)	Notice of decision document (FONSI and EA) in paper. FONSI and EA available for inspection.
Summer 2007-2008	Phase 1 Right-of-Way Acquisition and Design	Aesthetic Committee. Presentations to local government and civic groups such as the Chamber of Commerce. Coordination with potentially affected businesses.
Fall 2008-2011	Phase 1 Construction (Two Year Construction Period)	Presentations to local governments and civic groups such as the Chamber of Commerce. Coordination with potentially affected businesses.
2008-2015	Advance Additional Stages as Funding Becomes Available (currently requesting additional funds)	Aesthetic Committee. Presentations to local governments and civic groups such as the Chamber of Commerce. Coordination with potentially affected businesses.

How Does Local Participation Influence Decisions?

Local participation throughout the environmental process has already influenced project decisions. For example, scoping information obtained during the 2004 bridge study influenced the type of environmental document that would be prepared and helped identify the feasibility of different bridge alternatives. As a result of the targeted workshops held in March of 2006, changes to the typical sections and layout of separated bike path and sidewalks were made and other changes were identified to minimize impacts to adjacent commercial properties. Comments received on the Draft EA and at the Public Hearing in December 2006 led to additional minor changes in the curved section to further reduce impacts to commercial properties in this area. Further opportunities in this section may also be available during the design of the project. As such, businesses are encouraged to stay involved in the design and construction stages of this project. Aesthetic treatments and visual enhancements of design features will be finalized during design through an aesthetic committee consisting of participants from Moab City, Grand County, and/or other local civic groups such as the Trail Mix Committee for Non-Motorized Trails. The design will consider the cost and practicality associated with architectural treatments of design features such as retaining walls, structures, lighting, cut/fill slopes, and medians. Betterments may require local funding partners.

EA/ FONSI and Contact Information

The EA/FONSI can be reviewed at the Moab Information Center, on the project website, or by contacting UDOT Region 4.

Website: www.udot.utah.gov/coloradoriverbridge/

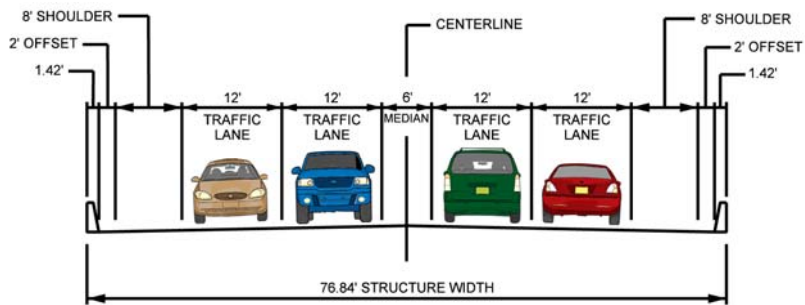
UDOT Region 4: Myron Lee, Public Involvement Coordinator
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1345 South 350 West
Richfield, Utah 84701
(435) 893-4702
myron@utah.gov



Preferred Alternative

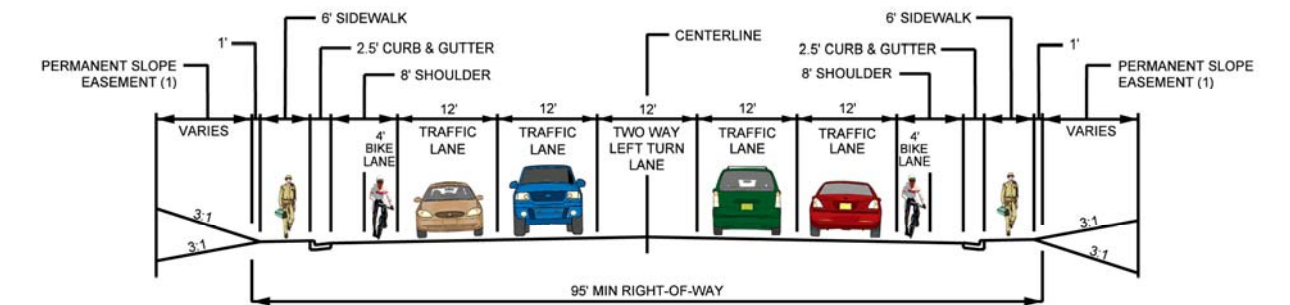
Colorado River Bridge Replacement – Phase 1

Phase 1 is funded to replace the Colorado River Bridge and roadway approaches. Between the bridge and the Courthouse Wash Kiosk, a separated facility for bicycle and pedestrian traffic is also included in Phase 1. The bridge type would be determined in final design, but is expected to consist of a new steel or concrete girder bridge with four to seven spans. A sidewalk is not included as part of the bridge section because the Colorado River Pedestrian Bridge Project provides a new crossing of the Colorado River for bicycle and pedestrian traffic. To accommodate traffic during construction and minimize impacts, the bridge would be constructed in two stages. The initial stage would be built west of the existing bridge and would include two through lanes of traffic, shoulders, and barriers. Once this work is completed, traffic would be moved to the completed section of the new structure and the second stage would remove the existing bridge and complete the widening. Two lanes of traffic would be maintained during peak traffic periods, but short-term closures may be needed to move equipment or set girders.

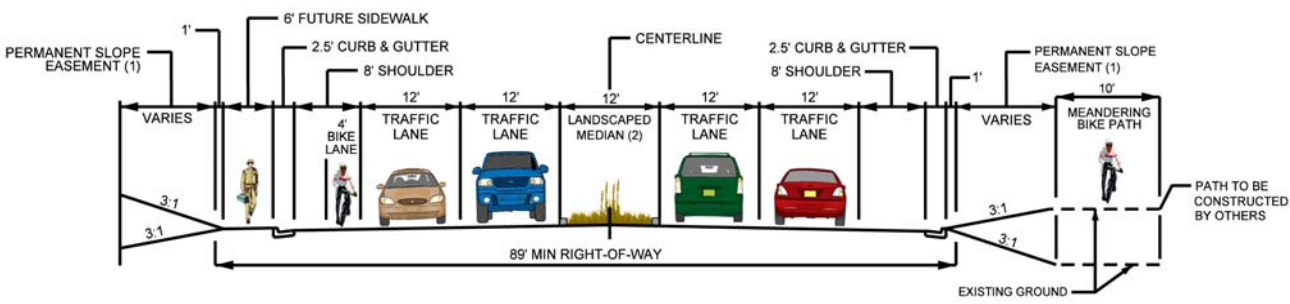


Roadway Widening Between 400 North to Colorado River Bridge – Future Phase

This segment would remain in its current condition until additional funding becomes available. The proposed alignment would tie into the Main Street project that was recently reconstructed near 400 North and would typically follow the centerline of the existing road. Since the design in this section includes curb and gutter, the elevation of the road would need to vary from the existing where the minimum slope requirements could not be achieved otherwise. To minimize property impacts associated with the wider road, the proposed elevation has also been modified from the existing condition between 500 West and 400 North and at some major driveways. Two commercial properties on the east side of US-191 may be impacted. However, further opportunities to avoid these businesses may be identified as part of the design process. At that time, UDOT will consider the use of design features, variations of the typical section width, and/or reconfiguration of business structures in coordination with these property owners.



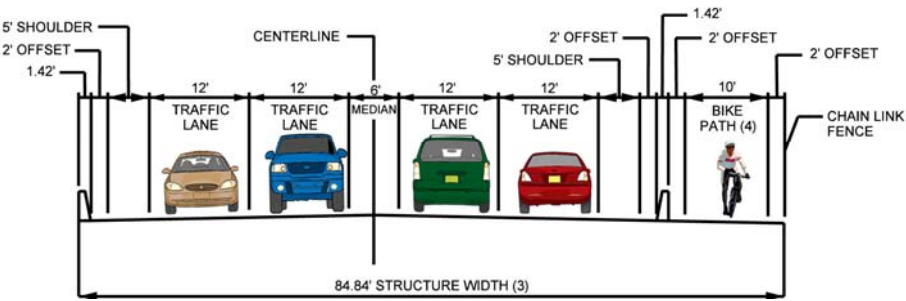
400 N to Approximately 600 N – Design Speed 40 mph



600 N to Colorado River Bridge – Design Speed 40 mph

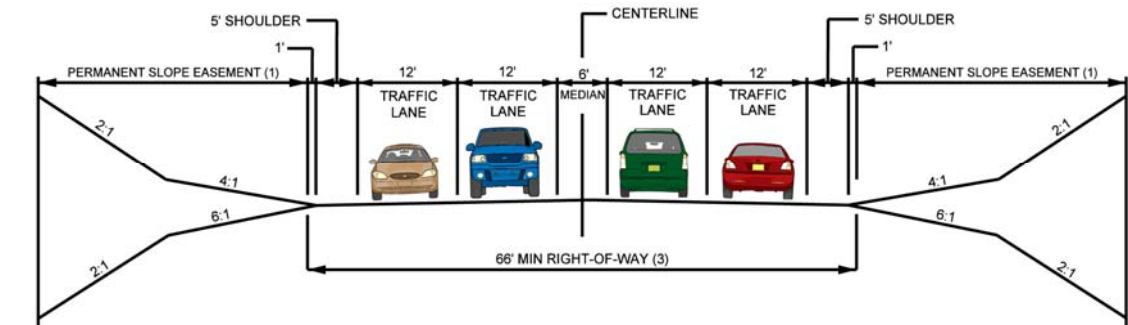
UDOT, the City, and the County are in the process of designing a 10-foot-wide meandering trail along the east side of US-191 (from approximately 600 North to SR-128) and expect construction in 2008. Though the two projects are being coordinated, portions of a proposed trail would likely need to be rebuilt to accommodate the widened road in order to keep the cost of constructing the trail within the established budget. This is expected to occur in areas where substantial cuts and/or retaining walls would be required. The proposed trail would help connect bicyclists and pedestrians in Moab to the Colorado River Pedestrian Bridge. (The construction contract for the Colorado River Pedestrian Bridge has been awarded and construction is anticipated this fall.) A sidewalk is proposed in developed areas where the meandering path is not provided. In undeveloped urbanized areas, the proposed right-of-way would accommodate a future sidewalk in areas where the meandering path is not provided. Plans for a potential landscaped median will be finalized during design in coordination with the City, County, and local citizens.

Courthouse Wash Structure Widening – Future Phase



The existing Courthouse Wash Structure would remain in its current condition until additional funding becomes available. Once funding is secured, the proposal would widen the existing structure. Most widening would occur to the south; however, some widening on the north would be needed to accommodate two-way traffic on the attached bike path.

Roadway Widening Between Colorado River Bridge and Potash Road – Future Phase



Most of this segment would remain in its current condition until additional funding becomes available. The location and elevation of the roadway would tie into the constraints associated with the Courthouse Wash structure and the recently completed section of roadway just south of Potash Road.

Between the Colorado River Bridge and Courthouse Wash, shoulders would transition from eight to five feet. In this section, Phase 1 would include approaches necessary to accommodate the new Colorado River Bridge and a separated path for pedestrian and bicycle traffic between the bridge and the Courthouse Wash Kiosk. However, the existing attached path on the Courthouse Wash Structure would not be widened in Phase 1.

